

REMARKS

Claims 1-46 are in the application. All claims stand rejected.

Claims 1-6, 20, and 21 stand rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Publication to Wessman '616 in view of Ritz et al and Ishido et al. The Examiner states that Wessman discloses a steering control device including a steering transmitting device and a sensor 5, "arranged to detect at least one parameter relating to a condition of the steering actuator and generate a signal indicative of the condition." The Examiner continues with the statement that Wessman also discloses a method to reduce turning radius of the vehicle by braking. The Examiner admits that Wessman lacks any specific terminology relating to brake-steering. For this, the Examiner turns to Ritz which, it is asserted, provides "a better explanation of ... [what] ... [is in fact occurring in Wessman]." The Examiner also notes that Wessman's steering position signal is indicating that a steering actuator is approaching a maximum limit position.

The Examiner admits, in essence, that neither Ritz nor Wessman teach anything regarding U-turn control. For this, the Examiner turns to Ishido which, he asserts, "uses 'J-turn' as an example" which is, in the Examiner's words:

"relied upon to show applicant's limitation of 'U-turn' is nothing more than equivalent terminology of when the vehicle is turning from one directional state of travel to an opposite one – and possibly at its maximum turn capability. That is, it refers simply to a state of turning of the vehicle."

The Examiner concludes that it would have been obvious to have applied the teachings of Ritz to that of Wessman for safety considerations when the vehicle corners or when the vehicle is in the state of vehicle stability control, i.e., for increased safety. Applicants respectfully traverse this rejection and request that each of Claims 1-6, 20 and 21 be reconsidered in view of these remarks and passed to issue over the Examiner's rejection.

Claims 1 and 20 recite a method and system for determining that a vehicle is in a U-turn in response to a steering wheel characteristic. The U-turn determination is followed by generating a U-turn signal in response to the determination. Brake-steer is applied in response to the U-turn signal. The U-turn is, of course, a specific type of turn.

Applicants have reviewed Wessman, Ritz and Ishido, and none of these references, whether taken singly, or in combination with each other, either teach or suggest Applicants' claimed invention because neither Wessman nor Ritz nor Ishido contain any teaching or suggestion that it should be determined whether a vehicle is in a U-turn. The Examiner previously cited Wessman and Ritz, and in effect, has admitted that Wessman and Ritz are

bereft from any reference to a U-turn. Instead, as noted above, the Examiner turns to Ishido for this element. Ishido deals with a “J-turn” which, in Ishido, at Col. 1, at lines 41-44, is defined as:

“However, in the case of a J-turn (which is a well known state when a vehicle enters a curve at a speed exceeding a predetermined value and the driver makes a sharp turn), there occurs the following phenomenon.”

In essence, Ishido is referring to a high-g turn and this conclusion is buttressed with reference to Ishido’s abstract wherein he states:

“When a J-turn state of the vehicle is detected by lateral acceleration, the reference vehicle speed is changed to a lower value and a second reference wheel speed is determined on the basis of that lower value.”

Accordingly, it is abundantly clear that Ishido is dealing with high-g turns, and uses the term “J-turn” as shorthand for a turn accompanied by high-g lateral acceleration. There can be no other reasonable conclusion. This is why Ishido teaches the use of lateral acceleration detection as part of his teaching. In contrast, Applicants’ invention deals with U-turns, which may be made, for example, in a parking lot, without exhibiting any sort of high-g phenomena.

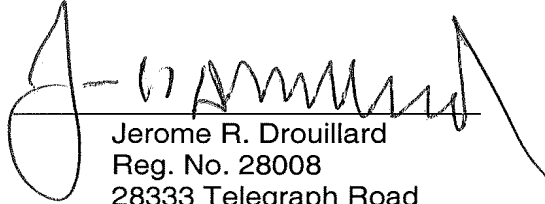
The Examiner has not articulated any rationale supporting his position that an artisan would be motivated to combine Wessman, Ritz and Ishido. Applicants respectfully reiterate that none of the references cited by the Examiner is apposite to the case at bar because none deals with determining that vehicle is in a U-turn in response to a steering wheel characteristic, followed by brake-steer in response to the U-turn signal. As a result, the combination proffered by the Examiner cannot comprise a colorable basis for rejection of Applicants’ Claims 1-6, 20 and 21 and each of these claims should be passed to issue over the Examiner’s rejection. Such action is earnestly solicited.

Claims 7-19 and 22-46 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Wessman in view of Ritz and further in view of Yamawaki or Nishizaki or Shinmura or the U.S. Publication to Zheng or Harara. Applicants respectfully traverse this rejection and request that each of Claims 7-19 and 22-46 be reconsidered in view of these remarks and passed to issue over the Examiner’s rejection.

Each of Claims 7-19 and 22-46 depends from one of the independent claims previously discussed, in other words, Claims 1 or 20. Neither Yamawaki, Nishizaki, Shinmura, Zheng or Harara teach or suggest anything regarding determining whether a vehicle is in a U-turn and applying brake-steer. As a result, each of Claims 7-19 and 22-46 are allowable over the Examiner’s rejection and should be passed to issue. Such action is earnestly solicited.

Respectfully submitted,

ARTZ & ARTZ, PC

A handwritten signature in black ink, appearing to read "Jerome R. Drouillard", written over a horizontal line.

Jerome R. Drouillard
Reg. No. 28008
28333 Telegraph Road
Suite 250
Southfield, MI 48034
(248) 223-9500

Date: _____

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